

THIRD SECTION

EDMONTON, ALBERTA,

FEBRUARY 1920

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## THE GREAT NORTH

*Its Waterways and Railway*

From Edmonton north westerly to the mouth of the Mackenzie River on the Arctic coast is 1,500 miles in direct distance. Of course, it is some hundreds of miles further by the route of travel. From Edmonton south easterly, following the C.P.R. by way of Whitefish River, a like distance reaches to White River beyond Lake Superior.

The stretch of railway between Edmonton and Whitefish River crosses half of Alberta, half Saskatchewan and Manitoba and half of Ontario. The same measured distance would cross the adjoining states of Montana, Dakota, Minnesota and Wisconsin. The distance is greater than from London to Petersburg or from London to Constantinople. There is room and opportunity for vast expansion of northern activities in such a spread of territory.

The trade of all the region lying between Edmonton and the mouth of the Mackenzie goes and comes through Edmonton, the great port. Edmonton is its base of supply. Whatever trade there is greater than that from London to Petersburg takes place in the Great North increases the business of Edmonton as well as of Canada.

There is no even chance of hampering or hindering or delays expansion of northern trade is to be had to Edmonton and as well to Canada's large port.

Trade is northerly, but not more northerly than that of some of the most productive and advanced countries of western Europe. The northern range of agriculture is as far north as the range of the buffalo ex-tends. Until the '80's buffalo ranged north of the Mackenzie, a little later, about 60 degrees north—still range been 60 and 61 south of Great Slave Lake, although they have been extinct for many years in all but the most remote parts of the north and the Gulf of Mexico. Thirty years of farming at Vernon, in the Peace, in latitude 68°, has demonstrated satisfactorily that growth is attainable to that latitude at least. In the Peace River, Spirit River and Grande Prairie settlements between latitudes 55 and 57, the surplus crop of grain, hay, fruit and cattle, railway transportation and cereal, the quality of both wheat and oats is such that it is urgently wanted to extend the northern southerly range of production.

Assuming that agriculture may ultimately be extended to Simpson, 650 miles north west of Edmonton in direct distance, there is then before us an equal distance from Simpson to the Arctic. Agricultural and mineral possibilities have no relation to each other. Agriculture depends on present conditions and existing conditions, while mineral possibilities depend on the future.

The Dominion Forestry department has a small steam steamer, the Lizard, the Hudson's Bay company operates a Liard River a stern-wheeler, 80 feet long. This boat was built at Smith last winter by Captain J. M. McFadzean to Nelson last summer. The Hudson's Bay company also has several goats.

The Northern Trading company operates the Northern Trader, a stern-wheeler 130 feet long, carrying passengers and freight. This boat has been built since Simpson.

The Mounted Police department has on order for use beyond Beyond Simpson, a 50-foot sail boat, 9 ft. beam, with 18-22 gas auxiliary, Miller pattern.

Also Mr. Gowman, manager of the H.B. company store at Hay River, has ordered a 26-foot sail boat.

There is also under construction the Matheson yard, for various persons, 5 row boats, 15 feet long, to carry 5 men each, already completed, to be used for the completion of before navigation opens.

This statement of boats in operation on northern waters and under construction or order for the trading manner indicates:

First, that there is an important demand and traffic already established.

Second, that with the stimulus of high prices the existing trading companies are largely increasing their activities.

Third, that the double condition of cessation of war and high freight prices has stimulated interest in the north country and attracting attention and investment not hitherto directed thereto.

Fourth, the world demand for oil in the entry of the oil field.

The Hudson's Bay company has a small steam steamer, the Field, employed as a fire patrol boat.

Besides the boats already in operation on the northern waters a large number of orders are being built by the two boat building establishments in the development of the trade of the Great North by way of the Mackenzie River.

On the other hand, the key of the trade and transportation situation is the Waterways Railway.

On the efficiency of the service over that railway the development of the Great North depends. Private enterprise will do the work and the north country and the Great North by way of the Mackenzie River.

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In a region of such magnificient means of transportation as the first, the most direct route is between Edmonton and the mouth of the Mackenzie is divided into two sections. By rail to the Arctic by steamer, Fitzgerald and by steamer from P. S. Smith to the Arctic. Rail to Peace River and the navigation of the Peace from town to town, and then the Chutes, 330 miles, offers an alternative route for the first part of the distance.

Four important trading companies have steamers on the river section between McMurray and Fitzgerald, and three on the section from the Peace to the Arctic. Rail to Peace River and up the Peace; and also tow scows.

The Hudson's Bay company operates the McMurray, a stern-wheeler 140 feet in length, carrying passengers and freight. Also two gas boats, the Nisichew and the Huhan, which make side trips to points on Lake Athabasca, up the Clearwater and up the Peace; and also tow scows.

The northern Trading company has a 20 foot boat, equipped with sail only, on order of N. T. Murdoch, of Athabasca, N. T. Murdoch is the owner of the N. T. Murdoch's Athabasca. It is for use on Great Slave Lake.

Under construction and almost completed is a boat for the N. T. Murdoch on Great Slave Lake, 40 foot long, carrying 15 tons, equipped with 15 horse gas auxiliary, Miller pattern.

The Northern Trading company operates the Northern Echo, 150

feet long, stern-wheel, carrying passengers and freight. Also the gas boat, Norratus, which carries scows, carries freight on the early and late trips, and also carries mail.

The Hudson's Bay company have also on order a tow scow, 70 feet long, 15 foot beam, to be used for work on the Arctic coast and postal sale to Esquimaux.

The Hudson's Bay company have also on order a tow scow, 70 feet long, 15 foot beam, to be used for carrying service on the route from McMurray to the Arctic. It will be the same build as the hull of a screw steamer.

The Hudson's Bay company have also on order with Capt. Matheson, 45-50 scows to operate north of Smith, 18 ton capacity, to be shipped to the end of steel within three weeks.

Also on order by the same company, a 35 foot schooner, 7 ft. 6 in. beam, fitted with 15 horse gas engine, Buffalo pattern, for use on Buffalo Lake, 90 miles east of Cheecham Siding on the Water.

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**EXECUTION OF  
ADM. KOLCHAK  
IS CONFIRMED**

Sentence Was Passed on Two  
Leaders by Revolutionary  
Committee at Irkutsk

London, Feb. 11.—News of the execution of Admiral Kolchak, former head of the all-Russian government, reached Moscow yesterday. General Koltchak and one of his ministers, M. Pepelevsky, were shot at Irkutsk on Feb. 9. It was learned today.

The committee of revolutionaries at Irkutsk decided at two o'clock in the morning that the two officials should be executed because they had been unable to have to show the victory of the revolution. They also reported that forcible efforts to rescue them had failed.

It has not been explained why the admiral and M. Pepelevsky, who was a member of the cabinet, or minister of the cabinet, formed last week a committee of revolutionaries in the hands of the revolutionary committee. Both of the allies are attempting to escape from Irkutsk, but had seized a handful of liberty bonds and escaped through a hole made wide.

The bandits dodged through the snow-covered woods, but were overtaken by the police, who shot them down and leaping into an automobile escaped.

**GREAT BRITAIN  
GETS A QUANTITY  
OF GERMAN DYES**

Committees of British Dyers  
Goes to Germany to Make the  
Purchase

London, Feb. 12.—Great Britain is well ahead of the allies in obtaining German dyes, of which 200 tons have been imported.

The committee of dye users while the majority of the board of trade to purchase 200,000 pounds of dyestuffs, as well as expert teams engaged in the paint and varnish trades.

It is expected that Great Britain will be able to import the same amount to which Great Britain is entitled under the reparations clauses of the peace treaty.

Two little girls  
BURNED TO DEATH  
NEAR HARRISBURG

Harrisburg, Pa., Feb. 12.—Linda and Margaret Gipe of Pitsontown, near here, were burned to death this evening in a fire caused by their home being totally destroyed by fire.

CENTRAL AMERICA  
RECEIVED STATEMENT.

Panama, Feb. 12.—Governor Carrasco, who is the head of the Costa Rican frontier, was assassinated last night. He was shot in the head by two men who were party to the demand for the payment of a sum of money for war crimes. His soldiers must therefore be taken sailors for treatment.

THIS CONDITION PRECEDENT  
Montreal Herald

Montreal, Quebec, Feb. 12.—The United States is credited with having won a trial against a tobacco company, which has been charged with selling tobacco, whereupon one of the leaders of the trial, in the following language:

"The sale of tobacco or smoking or eating tobacco is a man's right, makes him a man and he who stops up that right will be no legitimate crusade against tobacco."

COMMISSION MEN PAY MORE  
FOR LINIMENT.

Montreal, Quebec, Feb. 12.—Commission men that have been dehorned for the last two years are worth more than those that have not been dehorned.

Write for details.

**KEYSTONE DEHORN  
CO. LTD., MELROSE, 219**

Robert Street, Toronto.

**ADMISSION OF  
SWITZERLAND  
IS AGREED ON**

Dependent Upon Swiss Referendum Confirming Conditions  
Set Forth

LONDON, Feb. 12.—The council of the League of Nations concluded its session today. The next meeting of the League of Nations, representing the countries of the League of Nations, will be held in Geneva, Switzerland, on March 15. The League of Nations, Great Britain, France, Italy and Japan, on the one side, and the United States, on the other, agreed upon conditions for the admission of Switzerland to the League.

The council agreed to admit Switzerland to the League of Nations, accepting the Swiss government's conditions for maintaining its neutrality and for permitting the League to permit the Swiss to participate in any economic pressure applied by the League, however, is dependent upon the Swiss government's conditions.

Mr. Baldwin the British representative, said that the League of Nations, accepting the Swiss government's conditions for maintaining its neutrality and for permitting the League to permit the Swiss to participate in any economic pressure applied by the League, however, is dependent upon the Swiss government's conditions.

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**EDMONTON BULLETIN****Aliens Naturalized  
Between Oct. 1st and  
Dec. 31st 1919**

Qualification: Non-resident in British Dominions five years, the year immediately preceding application being included.

Fred Proterikorn, Denmark, Magdalene, Alberta.

Alfredine, Norway, Kristiania, Oslo, Norway.

Alberto Herman, Russia, Schleswig.

Leonard Minell, Italy, Denmark.

Anton Olof Hansen Myrrh, Denmark.

Jorgen Lauridsen Pedersen, Denmark.

John Lund, Norway, Kristiania, Oslo.

John Lopard, Norway, Kristiania, Oslo.

Henry Løv, Norway, Kristiania, Oslo.

Olaf Brusland, Norway, Erevik.

Erik Vægvær, Norway, Kristiania, Oslo.

Alberto Tosten Kjær, Norway, Kristiania, Oslo.

Carl Martin Adamson, Sweden.

Boel Lake Ahrens, Norway, Kristiania, Oslo.

Anders Anderson, Sweden, Göteborg.

Anders Petersson, Sweden, Göteborg.

Andreas Petersson, Sweden, Göteborg.</







# Four "SPECIAL CASH PRIZES" Offer

## Repeated for Fourteen Days

### \$40 IN CASH

will be given to the candidate sending in the greatest amount of subscription money by Tuesday, February 24th. The highest will be known as a Grand Prize. The second highest in the district winning the \$40 Grand Prize will be given \$20. Thus one district will win two cash prizes. The winner of the Grand Cash Prize will be entitled to one prize only.

### \$20 IN CASH

will be given to the candidate sending in the greatest amount of subscription money, on both old and new subscriptions, to The Morning Bulletin, The Evening Bulletin, and the Semi-Weekly Bulletin by Tuesday, February 24th, in District No. 1.

### \$20 IN CASH

will be given to the candidate sending in the greatest amount of subscription money, on both old and new subscriptions, to The Morning Bulletin, The Evening Bulletin, and the Semi-Weekly Bulletin by Tuesday, February 24th, in District No. 2.

### \$20 IN CASH

will be given to the candidate sending in the greatest amount of subscription money, on both old and new subscriptions, to The Morning Bulletin, The Evening Bulletin, and the Semi-Weekly Bulletin by Tuesday, February 24th, in District No. 3.

**100,000 Extra Votes Will Be Given For Each \$20 Worth of Subscription Money Sent in by Tuesday, February 24th**

There Are  
Thousands of  
Votes Yet To Be  
Counted--- A New  
Standing of All  
Contestants  
Is Published  
Herewith

District No. 1	
FRED BAKER, Suite 1, Lemarchand Mansions	23,000
CHARLES B. BROOKS, 10217 100th Street	2,300,000
H. W. JORLIN, 9051 106th Street	2,188,000
Mrs. DAVID MINTON, 9832 107th Street	2,260,000
JAMES MULLEN, 11007 86th Avenue	2,420,000
LORNE M-PHIBERSON, 10202 100A Street	684,000
JAMES RAFFERTY, 10235 80th Avenue	2,110,000
JAMES COLLINS, 9736 85th Avenue	2,204,000
G. M. WOOD, Derwas Court	2,234,000
Mrs. ESTHER FALKENBURG, 9351 Cameron	1,374,000
A. L. VIVIAN, 8502 101st Avenue	1,354,000
Mrs. ROY STEVENS, 9830 85th Street	482,000
Miss DOROTHY MORRIS, 10202 75th Street	363,000
Mrs. MARJORIE COLEMAN, 9827 106A Avenue	312,000
LT. R. G. McPHEE, 10125 82nd Avenue	2,000,000
N. J. SKINNER, 10125 100th Street	1,874,000
JOSEPH DERENICK, 10202 93rd Street	520,000
Mrs. E. COOPER, 10202 90th Avenue	1,841,000
MARIUS BLAIS, 10229 107th Street	2,141,000
Miss FREDA CYLANDER, 10214 124th Street	1,223,000
Mrs. ROY STOVER, 9840 92nd Avenue	2,100,000
Mrs. WILLIAM GRIGG, 11813 92nd Street	2,184,000
CHARLES CUNNINGHAM, 10209 94A Street	2,392,000
J. A. BRADLEY, 11323 107th Street	2,020,000
Miss A. MARIE SYLVESTER, 11720 95A Street	1,884,000
JAMES W. EATON, 10222 98th Street	2,000,000
Miss EDNA MATZ, 9844 103rd Street	940,000
Mrs. E. S. COPPER, 10442 102nd Avenue	1,000,000
Mrs. HENRY MILLER, 8104 85th Avenue	1,769,000
Mrs. DANIEL DAVIES, 10204 112th Street	3,114,000
Miss MARGARET BREYDEN, 10140 108th Street	980,000
CYRIL HOYLE, 9 857 84th Avenue	2,204,000
MIKE MCLEAN, 10362 115th Street	21,000
ALEX PLUTI, 10304 97th Street	5,000

### District No. 2

Miss BESSIE MCCALLUM, Mundare	2,277,000
Mrs. E. A. RODGERS, Vegreville	2,200,000
CHARLES WONNACOTT, Lucerne, B.C.	900,000
Mrs. MARY ELLIOTT, Sauganash	1,000,000
Miss MAJERISON, phone operator, Wabamun	1,900,000
MARTIN GOLDMAN, Vermilion	23,000
Miss OLIVE LEE, Vermilion	2,200,000
Mr. HUGH TOBIN, Athabasca Landing	487,000
E. R. COOK, Lloydminster	2,201,000
EDGAR PFERD, Pickeringville	1,281,000
Mr. NAP POIRIER, St. Albert	18,300
WILLIAM LYONS, Legal	891,000
JOHN KOPCHIA, Tawatinaw	2,109,000
J. H. MILLER, Stony Plain	1,762,000
HARRY G. COOPER, P. O.	2,000,000
Miss BERTIE BYDEN, Gowday	742,000
FRANK SMITH, Nameo	971,000
Miss ROSA LAPIERRE, St. Paul de Metis	2,206,000
IRWIN MCKENZIE, Edson	2,200,000
HENRY WENER, Westlock	2,200,000
Miss MINI M. MAHON, Edson	2,200,000

A three-year subscription (new) to the Bulletin by mail counts 100,000 regular votes

District No. 3	
Miss EVA YOUNG, Evansburgh	2,212,000
Mrs. J. A. WIDRICK, Dunstable P.O.	1,216,000
Miss BEULAH JOHNSON, Grande Prairie	5,000
Miss LUKE WILSON, Peace River	2,300,000
Mr. E. H. FOSS, Westlock	316,000
M. L. SALMON, Spirit River	2,122,000
J. T. FOX, Westlock	743,000
Mrs. A. G. MOORE, Vermilion	2,104,000
HOLLY FREEMAN, Elm Point	982,000
Mrs. J. E. WILLIAMS, Bushy P.O.	2,000,000

District No. 4	
Miss LENA FARBIDGE, Czar	2,100,000
Mrs. H. S. MAGEE, Stettler	667,000
W. LEGRIS, Ferintosh	2,220,000
LEONA D'ALBERTANSON, Chauvin	66,000
PERCY WILLIAMS, Duhamel	1,762,000
T. W. CHUNG, Lacombe	2,116,000
Miss MARY STREET, Stettler	785,000
Miss MARGUERITE MCLEAN, Hayter P.O.	2,206,000
Mrs. JOHN L. GRAY, Arden	2,000,000
W. WILSON, Phillips P.O.	188,000
LOUIS BIERINGER, Castor	2,187,000
HENRY BACKSTROM, New Norway	20,000
Miss PHYLLIS THORN, Ponoka	2,184,000
THOMAS HALL, Dayland	1,174,000
MARTIN A. HEL, Donalds	1,960,000
Mr. T. R. BOYD, Arden	943,000
Miss MARY HAZEN, Dayland	9,000
CLAYTON REES, Jarow	387,000
Miss AGNES OLSON, Stroms	1,216,000
Miss MURDOCK, Hardisty	1,106,000
Miss MINNIE NEFF, Sedgewick	971,000
MISS BROWN, Lethbridge	720,000
THOMAS BARTRAM, Box 14, Stroms	112,000
Miss LUCY HANNON, Ryker	1,110,000
Miss MAUD BOYINGTON, Castor	8,400
Mrs. W. J. WILSON, R.R. No. 2, Wetaskiwin	2,006,000
Mr. T. J. ARTHUR, Ardrosson	2,270,000
JOHN MURKEL, Ponoka	2,200,000
Miss HILDA VAN ROGGEN, Camrose	876,000
Mrs. EVA TURNER, Wainwright	2,208,000
Miss NORMA MOLL, Ledu	2,142,000
J. J. OBERER, Kinsella	1,874,000
O. G. HARRIS, Box 10, Hui P.O.	312,000
Miss MARIE NELSON, Wetaskiwin	2,136,000
HARRY LINDEMOED, Clive P.O.	5,000
Mrs. E. B. SICKLESTEEL, New Norway	2,127,000
Miss MABEL S. RYAN, Wetaskiwin	852,000
Miss MAGNA L. GEIGE, R.R. 1, Wetaskiwin	806,000
Mr. D. CONNELL, Big Valley	1,722,000
CLARENCE DEYNAN, Big Valley	10,000
FRANK STRAND, Gadsby	84,000
Mrs. AARON DAYTON, Viking	2,200,000
ARTHUR KREFTING, R.R. 1, Ponoka	1,916,000
Mr. T. J. ARTHUR, Ardrosson	1,984,000
Miss DORIS VOGL, Coronation	1,047,000
HAROLD SEARS, Camrose	811,000
Miss KITTY MCLEAD, Castor	1,664,000
HENRY CLAY, Paradise Valley	56,000

A three-year subscription [old] to the Morning or Evening Bulletin by mail counts 50,000 regular votes

Three Briscoe 5-Passenger Touring  
Ca.s, Costing \$1525 Each



It may be your subscription to The Bulletin that your favorite contestant needs to win one of the automobiles. Don't delay. Send in your subscription today.

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